

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

**NOTES FOR EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL**

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF I.D.O.T. AND SHALL BE STORED AS STATED IN THE SPECIAL PROVISIONS FOR PICK UP BY I.D.O.T. FORCES AS DESIGNATED BY THE ENGINEER.

1 EACH CONTROLLER AND CABINET, COMPLETE

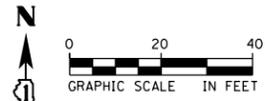
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH ALUMINUM MAST ARM ASSEMBLY AND POLE
- 4 EACH TRAFFIC SIGNAL POST
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH SIGNAL HEAD, 1 - FACE, 3 - SECTION
- 6 EACH SIGNAL HEAD, 1 - FACE, 5 - SECTION
- 2 EACH SIGNAL HEAD, 2 - FACE, 1-3 SECTION, 1-5 SECTION
- 1 EACH PEDESTRIAN HEAD, 1 - FACE
- 3 EACH PEDESTRIAN HEAD, 2-FACE
- 5 EACH PEDESTRIAN PUSHBUTTON
- 1 EACH SERVICE INSTALLATION

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR THE PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

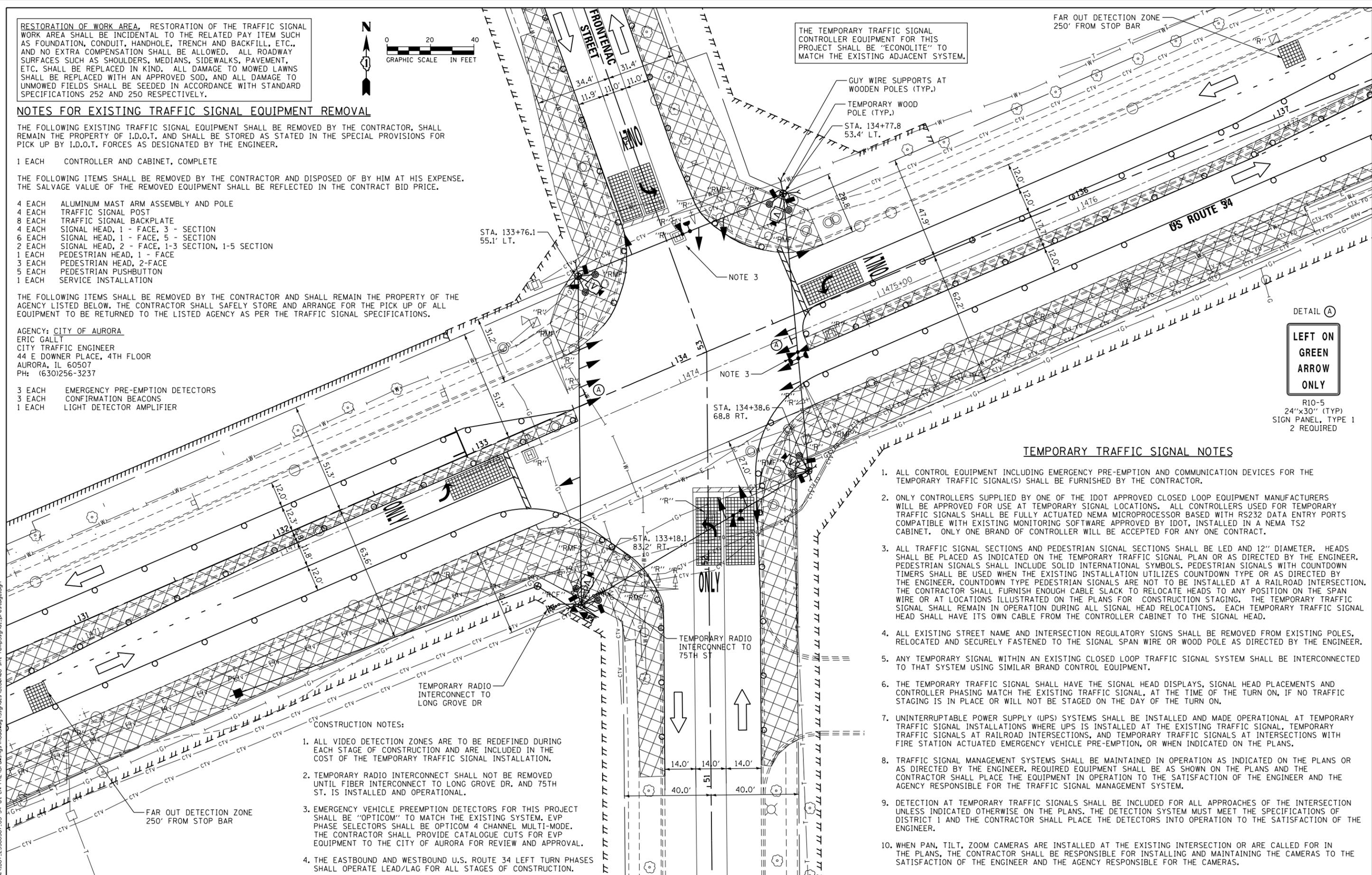
AGENCY: CITY OF AURORA  
 ERIC GALLT  
 CITY TRAFFIC ENGINEER  
 44 E DOWNER PLACE, 4TH FLOOR  
 AURORA, IL 60507  
 PH: (630)256-3237

- 3 EACH EMERGENCY PRE-EMPTION DETECTORS
- 3 EACH CONFIRMATION BEACONS
- 1 EACH LIGHT DETECTOR AMPLIFIER



THE TEMPORARY TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FAR OUT DETECTION ZONE  
 250' FROM STOP BAR



DETAIL (A)  
**LEFT ON GREEN ARROW ONLY**  
 R10-5  
 24"x30" (TYP)  
 SIGN PANEL, TYPE 1  
 2 REQUIRED

**TEMPORARY TRAFFIC SIGNAL NOTES**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE IDOT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTABLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

**CONSTRUCTION NOTES:**

1. ALL VIDEO DETECTION ZONES ARE TO BE REDEFINED DURING EACH STAGE OF CONSTRUCTION AND ARE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
2. TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL FIBER INTERCONNECT TO LONG GROVE DR. AND 75TH ST. IS INSTALLED AND OPERATIONAL.
3. EMERGENCY VEHICLE PREEMPTION DETECTORS FOR THIS PROJECT SHALL BE "OPTICOM" TO MATCH THE EXISTING SYSTEM. EVP PHASE SELECTORS SHALL BE OPTICOM 4 CHANNEL MULTI-MODE. THE CONTRACTOR SHALL PROVIDE CATALOGUE CUTS FOR EVP EQUIPMENT TO THE CITY OF AURORA FOR REVIEW AND APPROVAL.
4. THE EASTBOUND AND WESTBOUND U.S. ROUTE 34 LEFT TURN PHASES SHALL OPERATE LEAD/LAG FOR ALL STAGES OF CONSTRUCTION.

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USER NAME = URS	DESIGNED - MB	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - KJB	REVISED -
PLOT DATE = 02/28/2014	CHECKED - SPF	REVISED -
	DATE - 02/28/2014	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN - PRE-STAGE US 34 (OGDEN AVENUE) AND FRONTENAC STREET**

SCALE: 1"=20' SHEET NO. 1 OF 6 SHEETS STA. 131+00 TO STA. 137+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	652-A	DUPAGE	383	149
				CONTRACT NO. 60R06
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				